Response to Comments Received During the Circulation of Mitigated Negative Declaration 21-04

Letter No. 1

Kenneth Lister
1021 Amelia Drive
Long Beach, CA 90807
562-426-9544

Comment 1-1

I would like to comment on the Initial Study and Negative Declaration that was issued for the concrete and asphalt recycling operation proposed for 1630-1660 East 32nd Street. I am sending this comment via e-mail because the Notice of Preparation indicated that the ending date for the comment period was today, December 15, 2004.

My concern with the proposed project involves truck traffic entering and leaving the site onto Walnut Avenue. I am also concerned regarding the possibility that dirt and debris from these trucks will fall to the street and create a road hazard. These items are of concern to me because of my use of Walnut Avenue as a bicycle commute route.

Impacts due to deposition of dirt and debris on the roadway due to truck traffic to and from the project site do not appear to have been addressed in the environmental documents posted on the City web site. I believe that these potential impacts should be evaluated and appropriate mitigation measures proposed. Mitigation measures could include tarping of loads, cleaning of accumulations from truck underbodies prior to leaving the site, and frequent street sweeping.

Response 1-1

Hanson Aggregates is responsible for maintaining their site in a neat and orderly condition (Condition of Approval No. 12). In addition several Conditions of Approval address the issue of “Track-Out” from trucks that access the site. Condition No. 45 states that “Streets shall be swept as needed, but not more frequently than hourly, if visible soil material has been carried onto Walnut Avenue.” Conditions 48 and 53 reference Southern California Air Quality Management District Rules (403 and 1157) that also regulate “Track-Out.”

Letter No. 2

Kevin Barre
Long Beach Unified School District
Facility Management Branch
2425 Webster Avenue
Long Beach, CA 90810

Comment 2-1

Page 15, Section I Mitigation Measures – The mitigation measure indicates that there will not be any stockpiles located within 250 feet of the Western property line. Figure 2 indicates stockpiles "Concrete & Asphalt Demolition Raw Materials Stockpiles" within 250 feet. Please clarify that there will be no stockpiles within this distance, Raw materials or recycled product.

Response 2-1

A revised site plan (see attached), dated January 12, 2005, included in the Planning Commission packet for the January 20, 2005 hearing, indicates that there will be no stockpiles within 250 feet of the Western Property Line.

Comment 2-2A

Page 18, Section III D
The statement is made that the project is not anticipated to produce significant levels of any emission that could affect sensitive receptors, based upon the LSA Air Quality Study. The copy of the CEQA document provided to the school district did not contain the full LSA study and therefore it was impossible to review the report. Only pages 17, 18, 21 and 22 were provided. Therefore Table E or other supporting information could not be reviewed. The school district requests that all of the supporting documentation be made available for review and that additional time be granted to make comments. The CEQA document is its current form is not complete.

Response 2-2A

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

Comment 2-2B

Page 18, Section III D
In Section VII under Hazards and Hazardous Materials it is stated that hazardous materials would not be accepted. The safety program would be visual inspection and signs. This is totally inadequate with respect to asbestos contaminated concrete, and other contaminants that can be present in older structures or paving (pcbs in old oils used in paving) that could be brought to this site. It cannot be discerned through visual inspection, only sampling. Given the nature of the dumping of materials, there need to be much greater safeguards (required sampling of all product brought to the site) to ensure that the students of the adjacent school and public are not exposed to airborne

contaminates of crushing contaminated materials that are not readily discerned by visual inspection and the honor system. There should be mitigation measures to cover this aspect.

Response 2-2B

Conditions of the Statewide Air Quality Management District Portable Equipment Registration stipulate, "Materials containing hazardous waste or materials that may potentially lead to emissions of toxic air contaminants shall not be processed by this unit. Hazardous wastes and toxic air contaminants are substances that may cause or contribute to an increase in serious illness, or may pose a potential hazard to human health. Examples of such materials include, but are not limited to: wood railroad ties, serpentine rock, chemically treated wood, construction or demolition debris containing asbestos, and contaminated soil."

In addition Condition of Approval No. 51 reads, "Operator shall visibly inspect each load for signs of materials other than concrete or asphalt (miscellaneous trash, fuels, solvents, piping, wood, etc.) and shall not accept any material that is suspected of containing hazardous products."

Comment 3-1

Page 18, Section III E, indicates the project is not anticipated to create any objectionable odors. See comment 2 above. Without the full LSA report to review, comments cannot be made on this aspect. It should be noted that while stated that a future asphalt batch plant is possible and would be subject to a future environmental review, the school district would adamantly object to that use at this site due to the objectionable odors and other air quality issues due to the proximity of the Burroughs school. Therefore, why place this initial project at this location if the follow-on project is questionable.

Response 3-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

A revised site plan, dated January 12, 2005, included in the Planning Commission packet for the January 20, 2005 hearing indicates that no asphalt batch plant is proposed.

Comment 4-1

Page 21, Section VII A, B & C – See comment 2.B above. Also, the statement that the site does not accept hazardous materials seems inadequate. What if hazardous materials are accidentally accepted. There are no discussions on any safety aspects or mitigation measures to enact for this possibility.

Response 4-1

Conditions of the Statewide Air Quality Management District Portable Equipment Registration stipulate, "Materials containing hazardous waste or materials that may potentially lead to emissions of toxic air contaminants shall not be processed by this unit. Hazardous wastes and toxic air contaminants are substances that may cause or contribute to an increase in serious illness, or may pose a potential hazard to human health. Examples of such materials include, but are not limited to: wood railroad ties, serpentine rock, chemically treated wood, construction or demolition debris containing asbestos, and contaminated soil."

In addition Condition of Approval No. 51 reads, "Operator shall visibly inspect each load for signs of materials other than concrete or asphalt (miscellaneous trash, fuels, solvents, piping, wood, etc.) and shall not accept any material that is suspected of containing hazardous products."

Comment 5-1

Page 26, Section XII Noise – The complete Noise analysis from LSA was not included in the CEQA document and could not be reviewed. The sections included indicated that there would be a noise impact to the Burroughs school from the crushing operations of 58dBA L(max0 and 50dBA L(eq). The statement that this is less than the airport noise or the traffic noise should not be used as justification to create an additional noise pollution source for the school. The airport noise is only intermittent and then dissipates. The same with the traffic noise, while the crushing noise can be continuous throughout the day when those operations are ongoing. Additionally, there is no discussion presented in the noise analysis how monitoring 10 minutes at a "similar" facility can provide the basis to determine there will not be a noise impact. It is recommended that there be on-site noise reduction mitigation measures to preclude an additional noise component to the school or impact on the safe walking routes to the school by students.

Response 5-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

The following section of the Noise Analysis examines noise levels expected to be created by the Hanson Aggregates operation and their potential impact on the surrounding residential neighborhood and school. “The closest distance from the proposed operations to the residences northwest of Walnut Avenue and 33rd Street is approximately 650 feet. The noise attenuation of rock crushing and front-end loader activities, provided by distance divergence at 650 feet, is approximately 22 dBA compared to the level at 50 feet. Burroughs Elementary School is located approximately 750 feet from the project site and would receive 24 dBA from distance attenuation. In addition, the operations would be blocked by the intervening structures between the site and the nearest residences and Burroughs Elementary School, which would provide a minimum of 5 dBA in noise attenuation for areas to the northwest. Therefore, residences to the northwest of the project site would be exposed to on-site rock crushing noise levels of up to 60 dBA Lmax or 52 dBA Leq. Burroughs Elementary School would be exposed to on-site rock crushing noise levels up to 58 dBA Lmax or 50 dBA Leq. This noise level range is expected to be lower than traffic noise on Walnut Avenue and 33rd Street and aircraft noise from Long Beach Airport. In addition, this noise level range is lower than the daytime 70 dBA Lmax (7:00 a.m. to 10:00 p.m.) and nighttime 65 dBA Lmax (10:00 p.m. to 7:00 a.m.) maximum noise standards established by the City. Therefore, no mitigation is required for on-site operations.”

In addition, distances from the residential neighborhood and school used in the Noise Analysis were calculated from the closest property line, the proposed location of the processing plant on the revised site plan (January 12, 2005) is an additional 550 feet from the closest property line of the subject site. In total the processing plant operation would be greater than 1300 feet from John Burroughs Elementary School and greater than 1200 feet from the closest residence.

Comment 6-1

Page 30, Section XVI – Transportation/Traffic. The complete traffic study was not provided and could be reviewed. The air quality analysis (on the pages provided) indicated that there could be 20 to 40 truck trips per day to bring in material and 80 trips up to 30 miles to remove material, while the traffic study indicated there would be 100 gross daily trips. It seems there could be up 120 gross daily trips if material is brought in at the same time as the recycled product is being transported out. There is no discussion in the traffic report or a restriction on operations presented to preclude this possibility, otherwise the air quality analysis and the traffic study need to be revised to cover these increased trips, as well as the diesel pollution impact to the air quality of the school or safe walking routes to school. There is no analysis in the pages of the traffic report provided to indicate how the redistribution of the truck traffic or other generated traffic affects the safe walking routes to Burroughs’ school.

Response 6-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

Condition No. 52 reads "The total number of truck trips to and from the site shall be limited to 80 per day (40 trucks total) as analyzed in Negative Declaration 21-04."

Letter No. 3

Steve Smith, PhD.
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Planning, Rule Development and Area Sources
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Comment 3-1

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
Hanson Aggregates Recycling Operations

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated.

Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers) area sources (e.g., solvents and coatings), and vehicular trips (e.g., on-and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

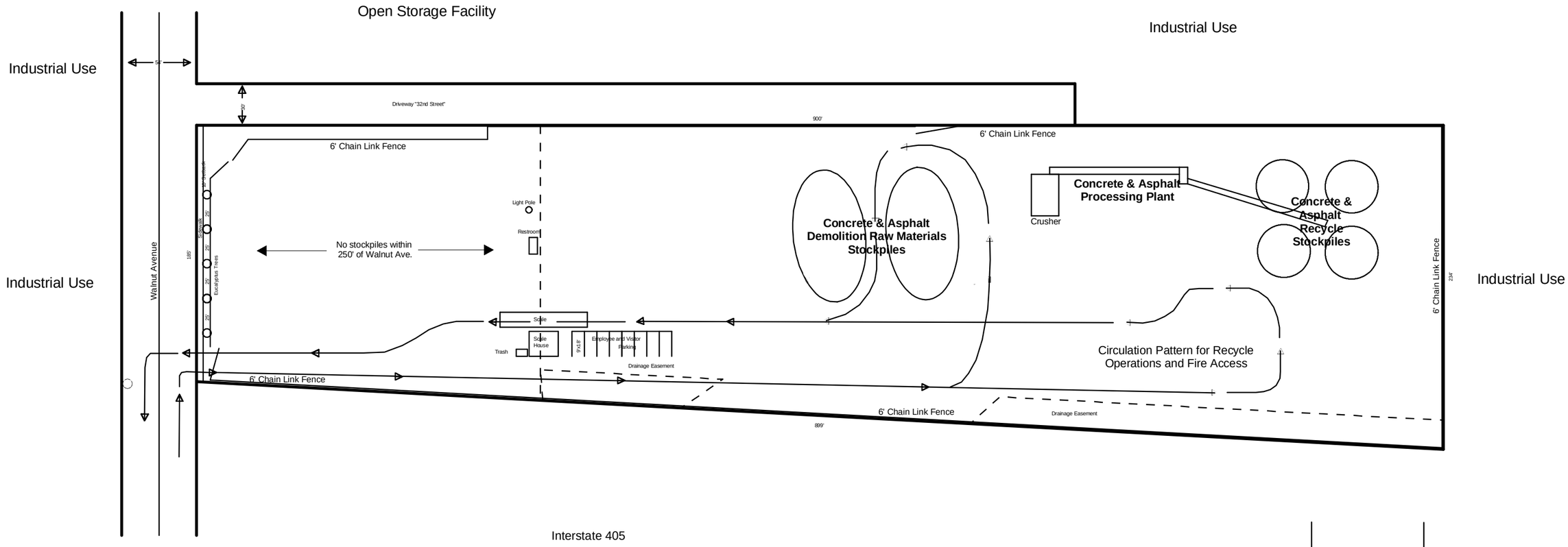
Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Response 3-1

The Air Quality Analysis, prepared by LSA Associates, evaluated potential Air Quality Impacts and concluded that, "the project is not expected to result in any measurable changes in total (vehicular and stationary) daily emissions that would exceed the daily emissions thresholds established by the SCAQMD. No mitigation measures are required." Although the Air Quality Analysis did not find that any mitigation measures were required, Conditions of Approval No. 48 and 53 require compliance with SCAQMD Rules 403 and 1157.

Hanson Aggregates
Walnut Avenue Recycle Operations



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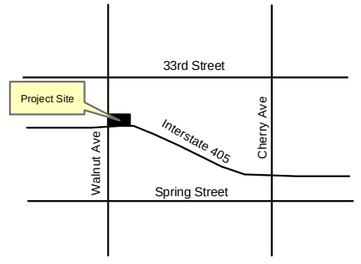

Site Plan Revised January 12, 2005